

THE NECESSITY OF A DRY DOCK.

The disasters to the shipping interests of the great lakes which have occurred in the immediate vicinity during the past week, show conclusively the necessity of having a dry dock located at this point. At the same time that these disasters have shown the necessity of such an establishment at this point, they have also shown that, beyond a doubt, such an investment of capital would be a profitable one. On the east the nearest dry dock is at Detroit, while westward Manitowoc is the nearest. Thus it is that all the vessels which meet with accidents in the straits and vicinity, and the St. Mary's River, all, perhaps, the most dangerous sailing ground the vessels have to encounter, are compelled at a very heavy expense to be towed clear to Detroit. Not only is the expense of towing a great consideration, but the danger from loss is also very great. At the present time there are no less than six or eight vessels, almost within sight of Cheboygan, which will require to be run into dry dock for repairs. Most of these vessels will be compelled to pay a tow bill to get to present accommodations, which, in amount, would be sufficient to pay a great share of the expense of repairs. Then, again, the vessels are compelled by the terms of insurance in case of accident to make for the nearest dry dock. This would give a dock here a paying business from the start. Not only would it pay a large percentage upon the money invested, but it would save the shipping interests more than its entire cost every year. Then there is scarcely any estimating the benefits which would accrue to Cheboygan from the establishment of such an enterprise here. It would employ a large number of men, who would add to the business and population of the place. The money that would come from the repairs and the supplies from the crippled vessels, would be a very large sum in the aggregate, all of which would tend largely to the growth of the place.

Certainly another year should not pass before the enterprise should be established. Of the necessities, and benefits of the enterprise there are none to deny. The great question is, how is the best plan to get the project under way and secure the benefits. This is a matter which should occupy the attention of the "Improvement Association" at its next meeting. Should there be a stock company organized we have no doubt but that many of our citizens would subscribe stock; in fact, we have heard several signify their willingness to do so, still we should doubt it being possible to secure enough here to establish the enterprise. Most of our citizens, as is usually the case in new and growing towns, have their means invested in such a shape that it is not an easy matter to take in thousands of hundreds out to invest in another business, even though it be a profitable one, nor would it be advisable for them to do so. The money is needed where it is to "develop" the place. It would be much better for an enterprise of this magnitude to have the required capital brought into the place from the outside. The more capital that can be brought into this place and profitably invested the better it will be for the place already here. Therefore, we think that some means should be taken to call the attention of capitalists, vessel owners, and insurance companies to the importance and profitability of a dry dock at Cheboygan. Let them get their attention once turned here, and we think there will be no doubt of the ultimate result.

A SIGNAL STATION.

We understand that Col. Durfee, the government engineer in charge of the harbor improvements at this place, fully realizes the importance to the shipping interests of having a signal station at Cheboygan, and will commend the establishment of such a station in his report concerning the harbor and its necessities. This report should certainly be supplemented at the proper time by a full and complete explanation of the matter, showing that this is the point where at least should be located a signal station. With the proper showing, which would call the attention of the proper department to the real situation of affairs, we have no doubt but that a station would be ordered here. If the signal service has the merits that is claimed for it, and there had been a station here, thousands of dollars yearly would be saved. Had there been a danger signal in view from this place on Sunday last, the many vessels which passed by here during that day would not have gone on, as many of them did, to destruction, with every inch of canvas spread. They would have found a place of safety, and remained until the storm was over. Any one who will take the trouble to examine a map, and knowing that all the vessels passing from east to west and west to east pass through the south channel, and thus immediately by Cheboygan, will see at a glance that this is the place of all others for the signal office, and they will also see that there is no more important point upon the entire lake coast for such a station. There is none other which would be directly in sight of so many vessels during the year. Had the department a fair conception of the location of affairs, we think a station would have been established long ago. Not having been done, it should not be allowed to rest any longer.

The New York court of appeals has refused to order the bail of \$3,000,000 for "Boss" Tweed to be released, and has also excused the prosecution from exhibiting a bill of particulars, showing what sums he stole, and proving it by the vouchers. He or his accomplices had destroyed those vouchers, and it would be abominable injustice to let him escape through his own wrong. But why was there no way to bring Tweed to trial like an ordinary thief, and recover the money from him before he had spent so much of it on his lawyers?

WHAT THE SETTLERS THINK OF IT.

Among the benefits to be derived from the completion of the projected improvement of our inland lakes and rivers, the greatest of a pecuniary nature will probably be the increased valuation of the lands surrounding and immediately adjacent to those lakes. The settlers that are already there, and their number is quite large and constantly increasing, already appreciate what these advantages will be, and are highly elated over the prospects. The surveying party which returned last week had an opportunity of meeting and conversing with many of them, and found that they had already valued their property much higher than they did a few weeks ago, in anticipation of the completion of the improvement. The reports going out from these settlers to their friends in different parts of the country will induce a largely increased immigration next season.

We do not think we exaggerate the matter when we say that the entire cost of the work will be more than repaid the first year by the increased value of the property in that vicinity, over what it would have been without it. In the vicinity of Burt and Crooked Lakes there is an immense amount of hemlock that, as it now stands, is comparatively worthless. This improvement brings it within easy access of a ready market. The settlers are already anticipating this result, and we doubt not that as soon as there is something definite about the work proceeding next season, the settlers will immediately commence getting hemlock back ready for the market. This will be a benefit not only to them but to the entire factory. The fact of the matter is the settlers in that country are enthusiastic over the prospects, and well may they be, for it will do more for them than would years of labor and settlement without this improvement.

MANUFACTURING.

Cheboygan needs some manufacturing establishments. There is no danger of getting too many. They add largely to the business, and thereby increase the wealth of a place very rapidly. However much we may need the presence of some large establishment with its consequent benefits appearing at every hand, we can hardly expect that the end will come without the commencement. All, or nearly all the large establishments, which are adding much to the importance of Grand Rapids, Detroit, and other large cities, were once small affairs, commencing at the bottom round of the ladder, when the city was a village, and growing in size and importance, as the village grew into a city. The manufacturing in many cases making the city, but not without having many hardships to endure and meeting with many discouragements. The small manufacturing establishments, in our midst should be encouraged, and they will in time grow to be large institutions. Efforts should be made to secure the locations of other enterprises here; they need not necessarily be large ones. Let the same proportional encouragement be given to a small concern that would be given to a large one, and let the welcome extended by our citizens be just as warm. It is the small establishments, perhaps, those which apparently begin nearest the bottom, that we may expect to see grow into the mammoth establishments.

The Lansing Republican says: "The annual report of the State Swamp Land Commissioner, Joseph B. Haviland, for the year ending September 30, 1875, is printed in a small pamphlet. The work done formerly by three commissioners—one for the upper peninsula and two for the lower—is now imposed by law on one. Mr. Haviland shows that for the above year there has been placed under contract three different roads in the lower peninsula, amounting to ten miles 201 rods, at \$10,000,—all to be completed by January 1, 1876. There has been accepted, approved, and paid for in same time in the lower peninsula thirty four miles 254 rods on eleven different roads, ditches, and improvements; and the total amount of payments was \$33,958. There now remains under contract in the lower peninsula on nine different roads, thirty-eight miles fifty-seven rods, on which \$43,254 will be due when the work is accepted. One road, the Houghton and L'Anse, was placed under contract in the upper peninsula, but work was suspended April 30, 1875. There have been twenty-two miles 103 rods fully accepted and paid for on six different roads in the upper peninsula, the total payments being \$34,650. The swamp land road works are rapidly being closed up, and this year it is not one-third as large as it was in 1873."

The death of Vice President Wilson will, until the assembling of Congress, at least, devolve the duties of that position upon Senator Ferry, of Michigan, president pro tem of the Senate. The Constitution of the United States is a little blind upon this point of succession, some claiming that the president pro tem of the Senate at the time of the death of the Vice President assumes the duties of the office for the unexpired term of that officer, while others claim that it is only until the Senate shall, at the commencement of the session, elect, as usual, its president pro tem.

"Crooked whiskey" is not all whiskey "crooked"—it has been making a great stir in the large cities, particularly St. Louis and Chicago, for some weeks past. But what is technically called "crooked" whiskey made and sold without paying the government tax—seems to have been largely manufactured for some years past. Secretary Bristow, having got on track of the rascals, is following them up with most commendable energy. One of the leaders of the ring has already found a home in the Missouri penitentiary and others are on trial, bound for the same quiet retreat. Bristow evidently means business, and before he gets through with the villains it is probable that "crooked" whiskey as well as "straight" will be well represented in the prisons of the country.

EDITORIAL NOTES.

The Chicago Times says that unless the Democrats can carry the state of New York they stand no more chance of electing a president in 1876 than they do of becoming inhabitants of the moon. Allowing them every southern state except South Carolina and Florida (to which they lay no claim), also Connecticut, New Jersey, Indiana, Missouri, California and Oregon, still they are short eleven electoral votes. Where can they get them without New York? and in that state they have lost more than two-thirds of their majority of last year, lost the legislature, and are badly split up.

ORRIS S. FERRY, U. S. Senator from Connecticut, died November 21, at his home in Norwalk. He was fifty-two years old, had been a member of the State Senate for two years, Representative in Congress two years, which position he resigned in 1861, and volunteered in the Union army, where he rose by merit to be a brigadier general. He was elected to the United States Senate in 1867, and re-elected in 1872 by Democratic help, as a Liberal, but he refused to support Greeley. Mr. Ferry was a man of independent judgment and fair abilities. He died of a most painful spinal disease. Governor Ingersoll will have the power of appointing his successor until the Legislature of Connecticut meets next year, and the Democracy will gain one Senator, for this winter at least.

Mostly dumcombe has been indulged in by many public speakers and by the press, concerning the terrible national bank monopoly which they asserted is grinding the people to powder. A little observation of the facts in the case would correct that popular notion. Under the amended banking law of last Congress, the number of national banks allowed to be organized was not limited; and people were as free to establish national banks as any other. The result has been that few new banks have been organized, and many have surrendered their charters. Among them was the National Bank of Tennessee, the Second National Bank of Lansing, and others. From the time the new law was passed to September 1st of this year, no new national bank had been organized in Michigan, according to the *Bankers' Magazine*. Lately the project of starting a new national bank at Albion has failed, and the First National Bank of Schoolcraft has surrendered its charter and gone back to a private bank. So much for the national bank monopoly.

The late shipments of cotton cloth, even to England, the great seat of the cotton manufacture, excites considerable interest. In 1869 we exported \$10,334,000 of cotton manufactures. The rebellion killed this trade, and last year it had only risen again to \$4,000,000; but it is estimated that for the present year it will reach \$7,000,000. The better quality of our goods, their freedom from starch and foreign matter, introduced by the English to make them weigh, and their clean, strong, firm body, will give us customers in all parts of the world where there is an equal chance with English cottons. With a sound and uniform currency, the skill, energy, inventive faculty, and improved machinery of the Americans will enable them to make many more articles better and cheaper than anybody else. But they must have good, honest, uniform money to trade with and base their exchanges on, or their profits may be shaved off by fluctuations, like those which have swung our greenbacks all the way between thirty-eight and ninety-three cents on the dollar.

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SPLENDID BARGAINS IN NEW STYLES AND NEW GOODS.

A very choice selection of

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In all the popular grades, styles and colors.

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SHAWLS IN GREAT VARIETY.

In making the necessary purchases for our large

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We have consulted the interests of our customers in our selections, and have spared no pains in securing for them the best possible bargains that could be obtained in the great markets of the country. To accommodate this extensive stock of goods, and to permit us to show them to the best advantage, a New Building is in process of erection, which will be completed in a short time.

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Which embrace some very fine patterns. Those wishing anything from a cheap ingrain to a rich Brussels will do well to examine.

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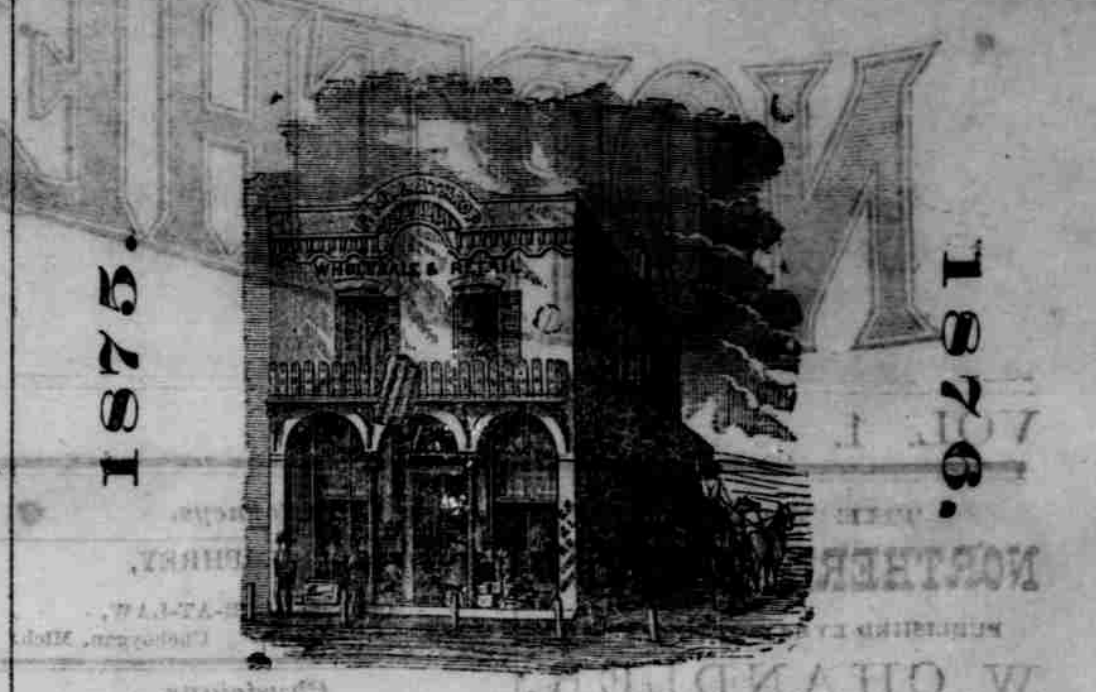
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